

The Hongkong Telegraph.

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TUESDAY, JUNE 9, 1908.

一拜禮

號八月大英港香

830 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA

Branches and Agents:
TOKIO, CHEFOO.
KOBE, TIENSIN.
OSAKA, PEKIN.
NAGASAKI, NEWOHANG.
LONDON, DALNY.
LYONS, PORT ARTHUR.
NEW YORK, ANTUNG.
SAN FRANCISCO, LIOYANG.
HONOLULU, MOKO.
BOMBAY, TIENTSIN.
SHANGHAI, CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMIOH,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON, Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Incorporated in Holland.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).

RESERVE FUND FL 5,120,000 (about L408,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kolat, Radja (Acheen), Bandermasin.

Correspondents at Macassar, Bencay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanul, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$13,500,000

Head Office—HONGKONG

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
E. G. Barrett, Esq., E. Shillim, Esq.
O. G. R. Brodersen, Esq., R. Shewan, Esq.
G. Friesland, Esq., Hon. Mr. H. A. W. G. S. Gubbay, Esq., Slade.
C. R. Lemmann, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,250,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT

ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG, Manager.
Hongkong, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Hongkong, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fur Handel und Industrie, Robert Wesscheuer & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907. [26]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ MALTA Capt. R. A. Peters	About 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ SARDINIA Capt. C. G. Talbot, R.N.R.	About 12th June	Freight and Passage.
LONDON, &c., via usual Ports	{ DELHI Capt. J. D. Andrews, R.N.R.	13th June Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ CANDEIA Capt. O. Jones, R.N.R.	About 17th June	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ PALERMO Capt. J. B. Ferguson	About 23rd June	Freight only.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 4th June, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

LADIES' BATHING DRESSES.

MIN'S

SWIMMING COSTUMES

AND

BATHING SUITS

(ONE AND TWO PIECE).

NEW BATH ROBES.

CHRISTY'S BATHING SUITS.

LANE, CRAWFORD & CO.

16, Queen's Road Central.

Hongkong, 27th May, 1908. [40]

Ask for

KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

16, Queen's Road Central.

Hongkong, 27th May, 1908. [40]

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.

YES, WHY WORRY?

About your Business, Health, Pleasures, Life Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult PHAROS. He will advise you, console you and warn you. His ambition in this life is to help those in trouble and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. PHAROS is independent of this. Willing and able to help all in trouble and relieve anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to business? Will your daughter be happy in her married life? You are in love? I made a wise choice in mate? Shall I take a partner into my business? Should I be going abroad? All these questions PHAROS can answer and advise by the aid of astrology. I put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 ON STREET, GLASGOW

with your Birth Date, Full Name and Title and or County of Birth if possible, upon receipt of same PHAROS will send you a written forecast.

With the above PHAROS will send you a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish, etc. for 1/6.

Actresses, Songs, Animals, Lovers and Comic Cards for 1/6.

English and Continental Actresses hand-colored glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS ASSORTED parcel.

100 Cards for 5/- Value 10/-, 20/-, 30/-, 40/-, 50/-

500 ASSORTED Cards for 10/-

1 gross Jewelled Cards for 5/-

Foreign or Colonial Stamps not accepted by send Money Order.

BRITANNIA POSTCARD CO., Union Street, Glasgow.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf, Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 14th June.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 8 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY \$ 4.00 to \$ 7.00 according to room selected.

" WEEK 25.00 " 40.00 " "

" MONTH 90.00 " 140.00 " "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by Ah CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE.

[1]

HOTEL CRAIGIEBURN.

PLENKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. A.

For Terms, &c., apply to the

MANAGER.

[5]

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April, 1908. [11]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES, Manager.

Hongkong, 21st June, 1907. [13]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath in Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

For full particulars apply to—

THE MANAGER & AGENT

Conscience

[Faint handwritten notes at the bottom of the page]

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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL AND BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT50 Cents " " GALLON.....\$2.00.

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

NOTICE. All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 11, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, one cent; Weekly, twenty-five cents.

The Hongkong Telegraph HONGKONG, TUESDAY, JUNE 9, 1908.

THE STRAITS SUNDAY LABOUR ORDINANCE.

The Sunday Labour Ordinance, passed in 1892, forbids any loading or unloading of cargo on Sundays within the waters of the colony of the Straits Settlements, the mails being exempted from its operation. The Governor may also exempt other vessels on cause shown and a fee paid. The law has caused hardship, and is inconvenient and injurious to trade, as it compels vessels to waste a day in harbour doing nothing, or to so time themselves as not to arrive in the colony on Saturday unless they can get clear before Sunday. A committee has been sitting to report on its working, and members of the leading shipping firms have been examined as witnesses, the views of the bulk of whom have been hostile to the advantage of the Ordinance. All are agreed that the restriction should be limited to the hours between 6 a.m. and 9 p.m., and the committee have recommended in favour of that limitation, and that permits to work should be issued at a fee comparatively small, but they have not advised its immediate repeal, though they suggest that its suspension should be a matter of consideration at an early date. The only practical way in which the Ordinance has been of the slightest use to the shipping community is in the case of the

tendants of the loading and unloading, and also the officers of the steamers, from having to work on Sundays. But the latter lose an extra day at home to consequence, as the date of leaving home is usually not fixed before the ship leaves the Straits; and also some officers, as a deck officer and an engineer, (to see to the cleaning of the boilers, &c.) have to be on board on Sundays as it is. An extra day at home is greatly appreciated by mariners, whereas a "day off" in a Straits port is thought nothing of. There are no families to stay with, and nothing to do. The only resident Europeans who are concerned are the shipping clerks, of whom there is probably one in each office. As it is, if a ship arrives on Sunday, he has to go on board. The evidence given by the managers of the shipping firms went strongly to show that it was doubtful whether Europeans gained any advantage by the Ordinance; and, of course, to Asiatics Sunday is nothing. In fact, Chinese merchants keep their offices open all Sundays.

To the shipping owners the Ordinance must entail loss. Often goods for Singapore or Penang have to be landed at another port and sent back if time is too precious to stay over Sunday. Also, if goods are loaded into lighters on Saturday and not discharged till Monday, demurrage has to be paid. Again, the difficulty has often to be got over by short shipping cargo, which loses revenue for the steamers, and incurs the displeasure of regulars. Lastly, there are the Dutch and other ports in competition, and the fact of one day out of the seven being a *dieetoon* must induce some cargo vessels to avoid the Straits altogether. In the face of these opinions from persons who know the subject, it can hardly be conceived that the Government will be too ill-advised as to allow the law to continue as it stands. It has had a sixteen years' trial, and the almost unanimous opinion of the local shipping world is that it is questionable whether it does any good, while it is certainly injurious to commercial interests in general and to shipping interests in particular.—L. & C. Express.

LOCAL AND GENERAL.

"RITA," the well-known novelist, was awarded £105 damages for libel against a Dundee publishing firm for producing with alterations as "a great new serial" an old story of hers.

The Royal Arthur, cruiser, Capt. R. E. R. Benson, arrived at Plymouth on 6th ult., with a large number of ratings from vessels on the China Station. After disembarking men belonging to the Devonport command, the Royal Arthur will proceed to Portsmouth.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th June, 1908:—

	Library.	Museum.
Non-Chinese.....	396	119
Chinese.....	185	1,585
Total.....	581	1,704

MESSRS. CHANCELLOR & SONS, of 51, Pall-mall, will sell at The Grange, Staines, the collection of furniture and effects belonging to Mr. W. Pritchard Morgan, comprising Chinese bronzes, old Oriental china of the Ming Dynasty, cloisonné enamels, Korean chests, a Japanese gold lacquer cabinet, Chelsea and Dresden vases and figures, and oil paintings.

A MARRIAGE has been arranged, and will take place in June, between Captain Harry Stockley, R.M.L.I., A.D.C. to His Excellency Sir John Pritchard Morgan, comprising Chinese bronzes, old Oriental china of the Ming Dynasty, cloisonné enamels, Korean chests, a Japanese gold lacquer cabinet, Chelsea and Dresden vases and figures, and oil paintings.

We learn that the two cruisers of shallow draft ordered for the patrol service in the salt smuggling area have been successfully launched at the Kiangnan Dock. Each is equipped with three Maxims and a quickfiring gun. The commander of the river boat *Kiangnan* has been instructed by H.E. Jui Cheng to take delivery of these vessels on behalf of Kiangsu Province, and has also requested Admiral Sab, Commander-in-Chief of the Polyang and Nan-yang squadrons, to appoint two naval cadets as commanders of these two launches.

A PRECEDENT for the Daylight Bill, which was recently brought before Parliament, is called to mind by what took place a few years ago in Hongkong, when the time was altered to bring it within the South China zone, says a home paper. To effect this, the time was advanced at noon on a certain Sunday about 21 minutes. The following morning was called at the same hour as usual, without noticing that the clocks were in reality 21 minutes fast, and attended our business at the usual hour. Those who were accustomed to leave their offices at 5 p.m. did so as before, and were it not for the fact that the daylight lasted 21 minutes longer nobody could have told that any change had been made. Before the change came into force there was a certain amount of opposition, many asserting that employees would have to work longer hours. That, however, did not prove the case; and many of the most ardent opponents are now asking for further alterations.

THE JAPANESE BOYCOTT.

SPREAD TO MANCHURIA.

Shanghai, June 4. The Anti-Japanese boycott has spread to Manchuria and the boycott there is described as complete, the sale of Japanese goods being absolutely stagnant.

CANTON DAY BY DAY.

PLAGUE SERVICE.

[From Our Own Correspondent.]

Canton, 8th June.

H.E. the Viceroy has granted a sum of \$3,000 towards the expenditure for the erection, and maintenance of the two large matted sheds on the new bund at Chun Lung Kow for the purpose of receiving patients from Hongkong for treatment during the plague season. The Kwangchow prefect has been instructed to hand this money to the Canton Self-Government Society, and the Government steam launch *Skin Cheung* has also been placed at the disposal of the Society for the purpose of disembarking patients from on board the river steamers on their arrival here from Hongkong to the sheds.

ROBBERY. Yesterday at 1 o'clock a case of robbery took place in Kwong Nga Li street at a silk merchant's, under the style of Wah Hing Loong. Six robbers entered the shop, threatened the inmates, three in all, with their revolvers, and shut them up in a room. The robbers then ransacked the premises without any resistance, as they had already guarded the door and nobody outside had noticed the incident, until they had decamped. A quantity of booty, mostly in cash, was carried away by the robbers to the extent of some six hundred dollars.

COMMEMORATIVE FUNCTION.

Yesterday a commemorative function was held in the Hoi Tong monastery, Honam, in honour of the late Taotai Chang Su Hing of Shanghai, and there was a large attendance. Afterwards an address giving particulars of the good services that Taotai Chang had rendered to the country and his fellow-countrymen, was read before the assembly. The people present all paid their sincere respects to the photograph of the deceased, which was hung at the meeting hall. The meeting ended at four in the afternoon. A similar meeting will be held on the 13th instant by the Chun Mo Tsung She anti-opium society.

CAMPFIRE INDUSTRY.

Taotai Yip Chiu Yau has engaged two campfire refiners experts from Formosa, they arrived on the 6th instant. Yesterday they were accompanied by a weiyuan to proceed to the camphor refining works at Kuk-Kong district for service.

THE OPIUM CAMPAIGN.

On the 4th instant while on his way to the Fa Yuen district the Pan Yu magistrate raided a number of opium dens in the Kong Tsun and Ko Tung market places and effected the seizure of over two hundred pipes and a large quantity of other opium smoking apparatus. The keepers of these dens were arrested and were punished by being exhibited in cages for one day.

THE NEW IMPERIAL YACHT.

The *Yungko*, a steam-yacht for use on inland rivers or lakes, which was recently presented to the Chinese Court by the Japanese Government, was built at the Kawasaki Dockyard, Kobe. Her length is 65 feet and tonnage 45. She is propelled by paddle wheels. In point of size, the yacht cannot be said to be much superior to others, but its decorations designed by Mr. Kichirabai Yamakata of Osaka, are a blending of Chinese and Japanese art, the ceiling being adorned with sculpture of flowers and birds, and the walls embellished with drawings of the griffin. The tables and chairs also show excellent workmanship and the curtains are extremely fine. The Dowager-Empress spends every summer in a boat on Lake Hwang Ming. An old style boat and two steamboats built at Tientsin have hitherto been employed. The Chinese Emperor is so highly pleased with the gift that His Majesty himself gave the name of *Long Peace* to the yacht evincing his desire for a permanent peace between the two neighbouring countries, and bestowed rewards on the artisans and engineers.

The Emperor of Japan has conferred the fourth class Order of the Rising Sun on Mr. Nicol Dunn, editor of the *Manchester Courier*.

INTIMATION has been made to the Devon Cattle Breeders' Society by the Agent-General of the Japanese Government that in June a number of cattle experts will arrive in England from Tokyo for the purpose of buying for the Japanese Government representatives of the most noted breed of English cattle, in order to improve and develop cattle-raising in their own country. The Devon Society decided to hold an exhibition and sale of its particular breed at Exeter in July, and to send a special invitation to the Japanese buyers to come and inspect them.

THE China Squadron may look to its gunnery laurels in the coming gunnery season. Every squadron throughout the fleet is determined to improve on their score of last year—when the improvement all round was a marked one, and a much needed one in some cases—and if possible still further raise the score. Modern gunnery, as we know it, started with the China Squadron, and it now lies with the latter to hold the "prized position" of enjoying the best shooting squadron abroad. The squadron, however, will have the disadvantage of having several new gunnery experts, who will be expected to show a high standard of marksmanship.

THE SHATIN MURDER.

JUDGMENT RESERVED.

In the Supreme Court, this morning, the Full Court presiding, the argument on the point of law in connection with the sensational Shatin murder trial, which occupied the attention of a jury for several days last week, was concluded. In this case the reader will remember a unanimous verdict of guilty was brought in by the jury against the three prisoners, who were accused of slaying three persons—two men and a boy—on the Kun Yam mountain, in the New Territory, on the 2nd December, 1906; and it will also be remembered that just as the death sentence was about to be passed counsel for the prisoners asked for the arrest of judgment on the ground that he had a legal point to raise. The argument (Mr. Slade for the defence, the Attorney-General for the Crown) lasted two days. Judgment was reserved, and the prisoners remanded for a fortnight.

THE NIPPON YUSEN KAISHA.

The regular general meeting of shareholders of the Nippon Yusen Kaisha was held at the Tokyo Chamber of Commerce on Wednesday afternoon, presided over by Mr. Kondo, President. After the business report already published was announced, the chairman rose and delivered a short speech to the following purport:—During this term, there is nothing particular to be stated on the condition of the company's business, which was rather calm and uneventful. But quite the reverse is that for the coming term, there being enough to give them much consideration. Whereas hitherto the rivalry and competition between or among the contemporary concerns have been the only thing to occupy the care and attention of the authorities concerned, there has appeared of late many unfavourable problems such as the financial depression, commercial inactivity, silver slump, Chinese boycott and others. In fact of these and such other adverse matters, the company has to meet emergencies with a calm and circumspect attitude.

The following accounts and distribution were submitted and unanimously adopted:—

Gross receipts.....	14,416,288
Disbursements.....	14,948,890
Net profit.....	1,467,396
Brought from last term.....	397,882
Totals.....	1,775,278
To legal-reserve.....	73,369
To bonus.....	71,358
Dividend (10% per annum).....	1,100,000
Special dividend (1% per annum).....	200,000
Carried to next account.....	310,551

At the extraordinary general meeting, subsequently held, the following resolutions were submitted and passed, with one accord:—(1) That the present Tokyo branch be converted into a sub-branch; (2) That the branch offices at Osaka, Yokohama and Fusan and sub-branches at Nemuro, Aomori, Nagoya and Gessan be discontinued; (3) That the fixing of the date of the enforcement of the above decisions be commissioned to the board of directors. The intention to close Nagasaki, Chempulpo and Tientsin branches has been abandoned owing to the authorities' advice and suggestion of the local people.

LONGEST CABLE ROPEWAY.

The construction is now in progress of what is claimed to be the longest cable-ropeway in the world. It is being constructed by a German firm, and is intended to connect the collieries of the Societe de l'Industrie Charbonniere at Mincier de Turkestan, situated about 30 miles from Samarcand, Russian Turkestan, with the nearest railway station. Hitherto the coal has been transported by camels, the journey, on account of the very hilly district, occupying five days. The new ropeway, which will be 54 miles long, is intended to carry from eight to ten million pounds a year (a pound being 35 lbs) and the trolleys, which will each hold 20 pounds, will travel at a speed of six miles an hour.

IMPERIAL SERVICE ORDER.

A REVISION.

London, May 31. B.M. the King has signed an ordinance revising the statutes of the Imperial Service Order, which ordains that only members of the administrative and clerical branches of the Civil Services are eligible for the Commissionship of the Order.

The number of Commissions will be limited to 250 for the Home Service and 175 for the Colonies and British Protectorates. Twenty-five years' meritorious service is necessary for eligibility, or a period of 16 only in unhealthy climates.—Singapore Free Press.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 11th inst., at 2.30 p.m. Following are the orders of the day:—Report of the Finance Committee. (No. 5.)

ORDERS OF THE DAY.

Committee on the Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of one hundred and sixty-six thousand seven hundred and thirty-five dollars and eighty-five cents, to defray the Charges of the Year 1907.

Committee on the Bill entitled An Ordinance to prohibit the Exportation of Prepared Opium to China.

Committee on the Bill entitled An Ordinance to provide for the registration of Chemists and Druggists and to regulate the sale of poisons.

Committee on the Bill entitled An Ordinance to amend the Public Health and Building Ordinance, 1903, and the Public Health and Building Ordinance, 1905.

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THE LATE COLONEL MARTIN.

The following resolution was unanimously carried at the Sanitary Board meeting this afternoon:—

"It is with much regret that the Board has heard of the sudden death of one of its members, Colonel Martin, P.M.O., whilst on leave in Japan."

SUGAR MANUFACTURE IN JAPAN.

HONGKONG COMPETITION.

Mr. Ikeuchi, of the Dai Nippon Sugar Refining Company, speaking to an interviewer, says that the sugar refining industry in the country has made remarkable strides during the last ten years. In former days the foreign importers of sugar such as Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire, practically monopolised the market. The development of the home industry of late years has not only successfully driven the foreign article out of the field, but Japanese sugar is now competing with the foreign rival in the China and Korean market. Nevertheless, Mr. Ikeuchi admits that while the amount of Japanese sugar exported in 1906 reached ¥8,000,000 in value the export for last year fell off to ¥2,000,000. He attributes this to the decline of the purchasing power in China due to various causes. This does not, however, seem to have had the effect of reducing the amount of the Hongkong product sold in North China. Mr. Ikeuchi is optimistic. He says that this year's export, despite the effects of the depreciation of silver which are still felt in China and the boycott movement in Canton, is expected to be better than that of last year. Where he gets this confidence from is not clear. The Customs statistics do not bear it out. Up to the end of April there was an absolute falling off, for the Customs returns show that the value of sugar exported for the four months was only ¥98,438 as against ¥477,195 for the corresponding period last year. Thus not only was there a tremendous falling off in the value of refined sugar exported last year, but even those figures are not being maintained. The fact that Mr. Ikeuchi is so seriously in error on this point must lead to some doubt being felt with regard to his statements on other matters.

He goes on to say that the principal competitor of Japanese sugar in China and Korea is the Hongkong sugar which is imported by Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire. With regard to the relative quality and price of Japanese and Hongkong sugar it may be said that both are manufactured from the Java material and that Hongkong enjoys the advantage of cheaper freight on account of its being situated nearer to Java, whence the material is supplied. But the difference in freight is so small that it does not affect the power of competition in any material degree. In point of quality, Mr. Ikeuchi thinks, the palm must be given to the Japanese product. The refining machinery in use at Hongkong is of a comparatively old pattern, whereas that in the Japanese refineries is of the latest improved type, and consequently there is a difference in the quality of sugar produced. He thinks the Japanese merchants have had no sufficient time as yet to develop the markets in China and Korea, but that there is no doubt the sale of Japanese sugar in these countries will be greatly increased before the lapse of many years. In view of the persistent decline of the export of refined sugar, this is optimism with a vengeance!

As already stated in our columns, recently the Dai Nippon, the Yokohama, and the Kobe Sugar Refining Companies entered into agreement to restrict the production of sugar within certain limits according to the producing capacity of each company, and the agreement came into force on May 1st. The daily producing capacity of the Dai Nippon Seito, says Mr. Ikeuchi, is estimated at 700 tons; that of the Yokohama Seito at 100 tons, and that of the Kobe Seito at 50 tons. When all these mills are worked to the full capacity the yearly output of sugar will amount to something like 430 million kin, whereas the total consumption of sugar in the country is present is put at 350 million kin. This is the reason why the sugar companies have found it necessary to restrict production to avoid competition in the domestic market, but if an active demand springs up in the foreign markets of course there will be no necessity of adhering to the agreement for the reduction of production. We venture to predict that while the Japanese Government places such heavy imposts on sugar, and the cost of labour rises as the result of the pressure of taxation, Protectionist Japan will have little hope of competing with Free-trade Hongkong.—Japan Chronicle.

THE COTTON YARN LOTTERY SCHEME.

According to a Tokyo message, nothing has yet been heard at the Foreign Office from the Japanese Consul about the prohibition in Hongkong of the sale of the cotton yarn prize tickets there. When the scheme was first announced, the Colonial authorities of Hongkong wrote to the Japanese Government, pointing out that the scheme was at variance with the law of the Colony, and that as the sale of tickets might be prohibited in Hongkong the request was made that the Japan Cotton Spinners' Association should be reminded of the fact. As matters stand, at present nothing can be done against the course taken by the Colonial Government.

The *Osaka Mainichi* states that the Cotton Spinners' Association, finding difficulty in selling yarn in Hongkong by means of the introduction of lottery tickets, voluntarily abandoned the issue and arranged to grant a bounty on yarn shipped to Hongkong. In consequence, the prohibition of the sale of tickets will in no way affect the shipment of yarn to Hongkong. The *Osaka Mainichi* adds that (two blocks of) yarn have been shipped to Hongkong since the ban was lifted.—Japan Chronicle.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PRESS LAWS.

ENFORCEMENT AT SHANGHAI.

[By courtesy of the "Shung Po"]

Peking, 8th June.

It is proposed by the Imperial Government to urge the Shanghai Taotai to enforce the Press laws there.

HANKOW-SZUCHUAN RAILWAY.

A FRENCH PROPOSAL.

[By courtesy of the "Shung Po"]

Peking, 8th June.

The French Minister at Peking, on the score of mutual advantages, has proposed the construction of a railway between Hankow and Szuchuan, similar in its terms and conditions to the Shanghai-Ningpo-Hangchow Railway.

CHINESE TELEGRAPHS.

GRAND COUNCILLORS OPPOSED TO CHAN PIK'S PROPOSAL.

[By courtesy of the "Shung Po"]

Peking, 8th June.

The majority of the Grand Councillors are not in favour of the scheme to buy in the shares in the Chinese Telegraph Co.

The Ministry of Posts and Communications is rather uncertain how to not in the circumstance.

THE YUNNAN RIOTERS.

TROOPS IN PURSUIT.

[By courtesy of the "Shung Po"]

Peking, 8th June.

The Governor of Kwichow province has submitted a telegraphic memorial to the effect that the Yunnan rioters have escaped into his province.

The Governor has despatched troops in pursuit.

[Ruler's.]

A New Appointment.

LONDON, 6th June.

Sir Walter Hillier has been appointed, by China, adviser to the Chinese Government. Nothing is known in London of the purpose of the appointment, or the character of the functions to be performed.

Conspiracy in Montenegro.

A trial is proceeding at Cetinje of a number of persons charged with conspiracy to assassinate Prince Nicholas of Greece by means of bombs.

A witness named Nastice caused a sensation by affirming that the bombs used by the conspirators were made in the Serbian arsenal by order of the Crown Prince of Serbia, but this is emphatically denied at Belgrade. The Serbian Minister is quitting Montenegro.

SHIPPING AND MAILS.

MAILS DUE.

English (Malta) 10th inst. 10 a.m. Indian (Arracan) 10th inst. 10 a.m. Indian (Calcutta) 10th inst. 10 a.m.

German (Prins Heinrich) 10th inst. 10 a.m. German (Gobin) 17th inst. 10 a.m. Canadian (Montpelier) 18th inst. 10 a.m. Indian (Nansang) 19th inst. 10 a.m. Indian (Kunyang) 23rd inst. 10 a.m. German (Prins Waldemar) 24th inst. 10 a.m.

The P. & O. S. N. Co.'s *Prins Heinrich* left Singapore for this port on 3rd inst., at 6.30 p.m. The P. & O. S. N. Co.'s *Sardinia* left Singapore for this port on 5th inst., at 11.30 a.m. The Java-China-Japan Line's *Tjibana* left Moji for Amoy on 8th inst., and may be expected here on 16th inst.

The Java-China-Japan Line's *Tjibana* left Moji for Swatow on 5th inst., and may be expected here on or about 14th inst.

The Apca Co.'s *Calcutta* left Calcutta for Singapore yesterday afternoon, and may be expected here on 14th inst.

The I. C. S. N. Co.'s *Kunyang* left Calcutta for this port via the Straits on 7th inst., and may be expected here on or about 14th inst.

The N. Y. K. S. S. *Kaga Maru* American Line left Kobe for this port via Moji and Shanghai on 5th inst., and is expected here on 14th inst.

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THE "POWAN" DISASTER. STRANDED AT THE GATES OF HONGKONG.

BRITISH GALLANTRY AND CHINESE COMPOSURE. SURVIVORS' NARRATIVES.

It is a *Birkenhead* tragedy over again that we have to record. It is a plain statement of how men of China can stand by their duty in the face of death with perfect composure and without fear. Everybody in Hongkong knows the *Powan* and most trippers have used the boat, but none would have dreamt that she would have come to an untimely end in the way she did.

The *Powan* embarked her complement of passengers and moved from her wharf at 9.00 p.m. last night. There was the usual bustle and something less than 200 passengers carefully belook themselves to sleep. About three-quarters of an hour afterwards, the boat made a lurching sound and finally grated. All the witnesses are agreed on the point that there was but a slight shock followed by another and another. By strenuous efforts on the part of the Captain and Chief Engineer the *Powan* was righted and sent ahead.

She shifted the first reef and went straight upon the second, where she lies now.

With a couple of hundred passengers aboard, who were naturally out of their wits for the moment, all was pandemonium; but that was not for long.

As usual, the British officers stood by their posts. The Chinese, coolies most of them, got excited, but quieted down when they saw or believed there was no immediate danger.

A foolish Chinaman made the first jump over the rail and disappeared. Whether he was rescued or not, it is impossible to tell. Another Chinaman with his wife in his arms jumped overboard in the excitement of the moment, but they were saved.

The rain was falling at the time and land was only slightly visible, and yet when the ship struck those doomed Chinese stood as one man.

Then the ship struck the second and a third time. That was the end, and we fear to suggest all the details of the stories which were narrated to our representatives. One man with his bride caught hold of a life buoy and was drowned. His newly wedded wife was saved. Another man gallantly put a rope round his waist and after sending two people on board the launch, which had then appeared, went down. It has often been said that the Chinese are not brave; never will those who were present at the *debacle* suggest the same thing again. After the first telling, the Chinese have been soldiers on the boat mentioned. There were no calls, no shouts, simply an orderly presence.

The news of the disaster percolated through Hongkong shortly after midnight last night. It was impossible to verify the story—it seemed preposterous that a steamer of the calibre of the *Powan*, under her able officers, should have gone down, but the story is that the very same rock on which she foundered is one of the spasms which all Admiralty men fear. The water round her is supposed to be fourteen and a half fathoms deep, but with a strong tide it comes within the ten to fourteen feet which a boat like the *Powan* takes.

How the *Powan* went down has yet to be discovered. But this grand thing to remember is that once the order had been given to the crew to stand on the after deck there was not a man who moved.

After this, no man can say that a Chinaman is a failure; no man can say that he won't do his duty under difficult circumstances; no man can say that he is less than the heroes of the *Birkenhead*.

It is all very well to say in *smug sanctuaries* that the Chinese are "no good," but they stood by their betters, and they went to regions that people who speak a great deal never heard of.

Those Chinese who stood up in presence of death, who proved themselves to be heroes, have the laurel. And their officers, to a man, deserve every praise for the gallantry they displayed which their crew so heroically emulated.

PARTICULARS OF THE WRECK.

The loss of the *Powan* at the very gates of Hongkong, at an early hour last night, furnishes yet another example of the dangers and risks attending maritime navigation. Considered under the very best and most experienced management in the service of the Hongkong and Shanghai Steamship Co., Ltd., the *Powan* was a vessel of the highest class, and was on her last voyage from Hongkong to Canton and Macao.

which yield first place to none in their knowledge and local experience of the arduous duties they are daily called upon to perform in the interests of hundreds of thousands of the travelling public annually and of the shippers of tens of thousands of tons of freight monthly. Under the circumstances, therefore, the loss of the old *Powan*, favourite with the Chinese population both of Hongkong and Canton, cannot but be regarded as one of those mishaps of the sea which the maritime records of the world have, unfortunately, to record almost every day out of the three hundred and sixty-five of the year.

An official narrative cannot, of course, be obtained of the disaster until the Marine Court of inquiry is held. The officers have of necessity to observe perfect reticence in the meantime. Inquiries at the office of the Company with the members of the staff, who are invariably most courteous, elicited information as to general facts which are common knowledge to everybody, the details concerning the unfortunate mishap not having yet been collated. It can easily be understood that within a few hours of the occurrence of the stranding of the steamer, in a case where, as at present, the passengers have been dispersed on board no less than three different steamers and carried to Canton the information derivable by telegram at the head office of the Company is necessarily disconnected and far from complete. For the facts which are herein compiled and presented to our readers, our reporters have had to rely entirely upon a few of the Chinese passengers who had gone through a perilous experience and who owe their lives to the timely assistance rendered by the steamers which took the same route to Hongkong or Canton and vice versa last night.

Owing to the fact that this day was a holiday and the *Powan* a "night" boat and the weather was unpropitious, the number of passengers who embarked on the fateful voyage was extremely small—no hundred and seventy-one to be exact. They were all Chinese, and an exceptionally singular circumstance was that no European passenger travelled by her last night. The cargo carried also was of an inconsiderable quantity. Excepting for the personal belongings of the passengers the bulk of the freight on the lower deck of the *Powan* last night consisted of some bales of paper which had been shipped by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

At her usual hour—9 p.m.—the *Powan* cast off her moorings at the Wing Lok Street wharf at the western end of the city, and steering a course for the Central Fairway of the harbour, then made for Canton. The ship's Malay pilot, Mahomed Zia, who has been on board the *Powan* nine years as second pilot and ten years since then as chief pilot, explained to our reporter that it takes from twenty-five to twenty-seven minutes on an average to reach the Red Light buoy from the wharf, but last night it was gained in about twenty minutes—a circumstance which he felt wholly unable to describe and entertained the belief as being very curious. Zan, who was on the bridge all the time, described the night as being somewhat dark with occasional heavy rain showers, so heavy, indeed, that the mist hung over the water like a veil and obscured everything from view. When the light was passed it was at once realised that the ship had been carried out of her course. The helm was put "hard a port."

Just it was too late, and in another instant the good old *Powan* ran on one of the treacherous submerged rocks with which the sea bed at this point is literally strewn. There was a continuous grating noise which lasted for several seconds as the stout hull of the vessel ran over the unyielding surface of the standing land, or to navigation. Then the bridge telegraphed to the engine room: "Stand by" and all to one man, including the native firemen, were there to comply with superior commands upon any emergency. "Hard a starboard" was the helm now put, as the pilot explained to the Press man, in order to get the ship off and gain the nearest beach on Lantau Island. The ship's head answered the helm, but only to plunge into the chasm of water below, and the bow became engulfed in deep water variously estimated at between fifteen and eighteen fathoms. Within five minutes of the steamer's first impact with the rock her fate was doomed.

As soon as the first shock was felt all on board realised that something had gone amiss. The steering passengers, in their first panic which soon subsided into admirable composure, made a rush to gain the upper deck. Some succeeded in their attempt but others failed. Meanwhile orders were given to spurn the ship and on the port side it was reported that the ship had already taken in about three feet of water. The launch was so great that no pumps could be found powerful enough to cope with the huge volume of water. It was apparent that the *Powan* was beyond the power of man to save, and all that remained for the Captain to do was to try to save as many of the crew as possible.

FIRST PANIC—SUBSEQUENT COMPOSURE.

As soon as the first shock was felt all on board realised that something had gone amiss. The steering passengers, in their first panic which soon subsided into admirable composure, made a rush to gain the upper deck. Some succeeded in their attempt but others failed. Meanwhile orders were given to spurn the ship and on the port side it was reported that the ship had already taken in about three feet of water. The launch was so great that no pumps could be found powerful enough to cope with the huge volume of water. It was apparent that the *Powan* was beyond the power of man to save, and all that remained for the Captain to do was to try to save as many of the crew as possible.

What occurred to Capt. Black, the commander of the *Powan*, at this stage was to secure assistance. Twice were three continuous blasts sounded on the steamer's whistle, and it is reported that a rocket was fired from the end of the steamer. Happily, in answer to these calls for assistance the *Kam Shun*, of the Tak Kee firm of steam-launch owners, hove to. The *Kam Shun* had only shortly left Capatimoon for Hongkong. Her master at once steered for the wreck, and rendered yeoman service in the rescue of over a hundred passengers. Capt. Black is loud in his praise of the master of the *Kam Shun* so much so that we understand he had mentioned to the Hon. Capt. Basil R. H. Taylor, harbour master, that the Chinese master's heroism and self-sacrifice in the cause of humanity under difficult and perilous circumstances were deserving of the highest commendation and should receive adequate recognition.

THE OFFICERS' GALLANTRY.

While the steam-launch was pursuing her mission of mercy the officers stood by the ship and did all they could by personal persuasion to quieten the evident anxiety of the Chinese passengers. The native crew, it is our pleasant duty to record, never once attempted to abandon their stations until their European officers told them to quit and each one to try best to save himself. This latter order was not given until all hope for the ship's safety had been abandoned. True to the traditions of his profession Capt. Black refused to leave his sinking ship. At one time it looked as if his too stern sense of duty would have cost him his life in spite of his coloured pilot's reiterated persuasion he stood by his post to the very end. As the fore part of the ship became submerged the pilot observed one or two of the ship's gigs afloat. In one of them was a European officer and it is believed a few passengers. After considerable persuasion the pilot ultimately managed to get the Captain to board her which he did and thus he was saved. The engine-room officers and staff exhibited remarkable presence of mind. Waist deep in water Chief Engineer E. E. Rodriguez and his second, Mr. E. Robson, and the Chinese firemen never wavered. When there was no more need of their services in the engine-room which had become flooded they turned their attention to pacifying the Chinese men and women who were the passengers to remain in the ship. All made manly efforts to secure buoys and spars for the frightened voyagers. When they had served whom they could they betook themselves to the water also holding to such floating wreckage as was nearest at hand. It is related that while the chief engineer was struggling in the water to gain the shore he was held by the arm and leg by a couple of Chinamen who were unable to swim. As he felt his strength giving way he called on the men to let go their suicidal hold, as by that means he was unable to save either them or himself. Shaking himself from both to whom he flung some handy floats, he managed to keep his head above water. By this time he was almost completely exhausted. The firemen, who had been taken on board the *Kam Shun*, saw that their chief was in a perilous position. They prevailed upon the master of the launch to look for him. And he did, with what success was related to our reporter by a Chinese fireman. "After cruising about we had the unspeakable joy of seeing a European in the water." Our second engineer, Mr. Robson, and another European threw out a rope to him; he held it and was hauled aboard the *Kam Shun* in a state of great exhaustion.

A gallant rescue was made by one of the ship's officers. Chief Officer A. H. Brown jumped into the water immediately after the ship foundered and gallantly rescued a Chinese woman, and, swimming some distance, succeeded in reaching a boat into which he assisted her. It might be mentioned that Mr. Brown was fully dressed at the time, thereby increasing his difficulties. Mr. Brown, it will be of interest to learn, is the proud possessor of a Bellini medal, which he earned as chief officer of the *Wing Lok*.

On board the *Kam Shun* were the following officers: Mr. A. H. Brown, chief officer; Mr. C. P. Archer, purser; Mr. E. E. Rodriguez, chief engineer; Mr. E. Robson, second engineer; Mahomed Zia, Malay pilot; Mr. Gomez, tally clerk; An Indian watchman; Most of the firemen; and about half a dozen passengers. None of the crew are missing. Of the steamer which came to the *Powan*'s rescue were the *Sun Ching*, a.s. *Kwong Tung*, and a.s. *Kinshan*—all outward bound to Canton. To these vessels the *Kam Shun* transferred almost all the survivors with the exception of those just named. Capt. Black and Mr. E. M. Evans, second officer, got safely on board the *Kinshan*, subsequently transferring to the *Sun Ching* a steam-launch in which they stood by the wreck.

Capt. Branch, of the *Sun Ching*, told of his Chief Engineer, Mr. H. Smythe, to proceed on board the *Kinshan* to Hongkong to report the disaster. The *Kam Shun* arrived in Hongkong shortly after midnight and news of the stranding was promptly communicated to Mr. W. E. Clarke, secretary of the Hongkong and Shanghai Steamship Co., Ltd., and Captain R. Jones, marine superintendent of the Joint River Steamship Company, Ltd. The *Sun Ching*, *Kwong Tung*, and *Kinshan* proceeded on their voyage to Canton, where they will disembark the majority of the survivors of the wreck.

So far as can be positively ascertained, the number of actually drowned is seven or eight. That is, we believe, the actual number of those who have been lost. The bodies of the people who were seen floating in the water have not yet been recovered. The bodies of the people who were seen floating in the water have not yet been recovered.

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One of the survivors of the disaster was seen by a representative of the *Hongkong Telegraph* this forenoon. The gentleman in question—Mr. Q. Gomez—was seen in his house in Bridge Street. He was attired in a suit of pyjamas—all he possessed having lost all his clothing and belongings in the wreck. Mr. Gomez's account is a most vivid one—a story which is so often experienced by those who go down to the sea in ships.

A Survivor's Narrative.

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"We left Hongkong at nine o'clock sharp, bound, as you know, for Canton," Mr. Gomez said. "There were aboard 171 passengers. One hundred and sixty-three of these were third class passengers and were accommodated in the lower deck. The remainder—eight—travelled second class. Altogether there were about thirty women and children on board.

"About twenty minutes after sailing the chief officer, the purser and myself went round collecting the tickets. We had just finished, and retired to our respective quarters. I took my coat off and hung it on a peg. Then I returned to the deck for some fresh air. I had no sooner reached the deck than I felt a bump and the ship shivered from stem to stern.

"A strange sensation passed through me there and then. I can hardly express it in words. Realising that something serious had happened I ran back into the saloon, and, meeting the purser, who had just left his cabin, I asked him what was the matter. He replied: 'The ship has struck a rock.' He had no sooner uttered these words than the ship struck twice more. I then realised my position. The chief officer and the purser rushed down below to ascertain what damage the ship had sustained. When they returned the purser told me 'to prepare for the worst.' There was three feet of water in the hold, he stated. He also suggested to me that it would be best to get my coat and boots off as the vessel was sinking. I then lost sight of him.

"I took his advice. I tore off my boots, flung off my coat, and rushed aft to the assistance of the passengers, who, by this time, were panic-stricken. The third class passengers rushed to the 'tween deck, thence to the hurricane deck. They were in great confusion. Meanwhile, the ship was sinking gradually, stem first, and the water was rushing in great volumes. The majority of the passengers, having gained the hurricane deck, called loudly to the *Kam Shun*, to come to their rescue.

"When I reached the hurricane deck I met the chief engineer and the second engineer doing their best to pacify the passengers, which was in vain. The *Kam Shun* came alongside, attached a line aft to the *Powan*, and rescued some of the passengers from the then partly submerged vessel. Many of the passengers jumped overboard and swam to the launch, but not many, I believe, were rescued by this means. I was on the point of jumping to the *Kam Shun* myself when she cut the line which held her to the *Powan* and steamed away, leaving me to my fate. I was by now up to my neck in water. Soon after my failure to reach the launch the after part of the ship settled down. I seized hold of a stanchion pole and attempted to raise myself, as the water was gradually rising higher and higher. As I seized hold of the stanchion a number of passengers caught hold of me—some by the hands, some by the legs—all praying me to save them. The increased weight on the stanchion caused it to give way, and I and the others fell into the sea.

"The night was very dark, not a star to be seen in the heavens. It was raining heavily. The sea was very rough, and a strong current was running. When I rose to the surface I seized hold of a piece of board, but was carried back again into the ship by the tide. There I hung on to the railing for life and death and vigorously attempted to steady myself for fear of being carried under by the suction, as at this time the ship was breaking up rapidly.

"While in this position, being bumped about between wreckage and ship, I saw the ship's steward (a Chinaman) and a woman struggling in the water. Leaving my position I swam out to each the woman by the hand and the man by the foot, yourself, a great struggle. We then helped her into one of the ship's life boats, which was still a tacked to the davits. The steward and an old Chinaman followed. I hung on in the water. We were there for about ten minutes. There was a loud crash, the boat gave way, and we got adrift again. The rest of the framework slipped away—and this proved our salvation. We swam to a sort of a raft—not a properly constructed raft, but apparently a platform from the hurricane deck and remained there, sheltered, until help came.

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Intimations.

THE ROBINSON PIANO CO. LTD.

SPECIALISTS IN High Class Pianos

BY THE **Leading Makers OF THE WORLD.**

STEINWAY, BECHSTEIN, BRINSMEAD, WERNER, and other makes of repute.

ALL PIANOS SPECIALLY CONSTRUCTED FOR TROPICAL CLIMATES AND FULLY GUARANTEED.

Special Prices for Cash OR **EASY PAYMENTS.**

INSPECTION INVITED.

Hongkong, 4th June, 1908.

KOWLOON HOTEL.

RING UP THE 'PHONE. HELLO! HELLO!!

Are you there?

Yes, Number please?

Please give me No. K4.

RINGS THE 'PHONE.

Yes, this is **KOWLOON HOTEL.**

I say:

When is your next **MUSICAL DINNER?**

It is on Saturday next, the 13th instant, at 8 p.m.

and please don't forget it is **FULL MOON NIGHT.**

THE 13TH RAJPUTS-BAND

Conductor Mr. T. C. COOKE

will perform on the Lawn during and after Dinner (wet or fine).

Many thanks, I will ring you up again for seats required.

O. CHAYTOR. O. F. OWEN.

Public Auction.

THE Undersigned have received instructions from Messrs. HUGHES & HOUGH, Auctioneers, to sell by PUBLIC AUCTION, on THURSDAY, the 11th June, 1908, at 10.30 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, 14 Bales COTTON YARN.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th June, 1908.

Public Auction.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on SATURDAY, the 13th June, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF BRASS, E.T. & GLASS WARE, CUTLERY, A Few Pieces of SILK TAPESTRY, &c., &c.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				RESERVE.				
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$250,000 }	\$2,000,387	{ Final of £1 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 %	{ \$750 London £76.10/- }
National Bank of China, Limited	49,925	£7	£6	{ £12,735 \$127,350 }	\$73,295	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$250,000 }	none	\$20 for 1906	8 1/2 %	\$255 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,042 }	Tls. 204,424	Interim of 7/6 ex 2/3 for 1907	6 %	Tls. 77 1/2
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$30,000,000 \$500,000 }	\$500,081	{ Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$795
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$10,000,000 \$100,000 }	\$501,763	\$12 and bonus \$3 for 1906	10 %	\$150 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$10,000,000 \$100,000 }	\$374,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,000,000 \$100,000 }	\$428,027	\$27 for 1906	8 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$70,000 \$7,000 }	\$1,055	\$1 for 1906	...	\$16 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$2,500,000 \$250,000 }	Nil.	\$4 for year ending 30. 11. 07	10 1/2 %	\$38 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$750,000 \$7,500,000 \$750,000 }	\$16,437	{ \$1 1/2 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07	7 1/2 %	\$29 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £270,000 \$2,700,000 £270,000 }	£3,694	5/- for 1906 @ ex 2/3 = \$2.24 per share ..	3 1/2 %	{ \$38 \$14 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 750,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907 ...	7 1/2 %	{ Tls. 43 sellers Tls. 51 1/2 }
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £65,000 \$650,000 £65,000 }	£172,370	{ Second interim of 1/- (Coupon No. 9 for a/c 1907	4 1/2 %	43 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$47,221 \$472,210 \$47,221 }	\$98	{ \$1.00 for year ending 30.4.19 8	4 1/2 %	\$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 419,479 Tls. 4,194,790 Tls. 419,479 }	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000 \$4,500,000 \$450,000 }	\$9,218	\$8 for year ending 31.12.05	...	\$130
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$0 }	...	\$1 for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,000,000 Tls. 100,000 }	Tls. 8,935	Tls. 1 (8 %) for year ending 31.8.06	...	Tls. 77 1/2 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 \$1,500,000 £150,000 }	£11,556	Interim of 2/6 (No. 10) for account 1908	7 1/2 %	Tls. 15 1/2 buyers
Raub Australian Gold Mining Company, Limited ..	50,000	£1	£1	{ £4,873 \$48,730 £4,873 }	£11,358	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £64,124 \$641,240 £64,124 }	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ £10,000 \$100,000 £10,000 }	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$52 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ £40,000 \$400,000 £40,000 }	\$41,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$108
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$10,000,000 Tls. 1,000,000 }	16,10,459	{ Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 %	Tls. 88 buyers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 6,972,570 Tls. 697,257 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 229 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$250,000 Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$30,000 \$300,000 \$30,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$22 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$10,000 \$1,000 }	\$9,178	\$1.80 for 1906	...	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$6,489,750 \$648,975 }	\$252	Final of \$1 1/2 making \$7 1/2 for 1907	7 1/2 %	\$95 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$2,500,000 \$250,000 }	\$36,915	{ Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$150,000 \$1,500,000 \$150,000 }	\$4,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	{ none \$0 }	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 15,230,450 Tls. 1,523,045 }	Tls. 107,517	{ Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	6 1/2 %	Tls. 119 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$0 }	\$1,541	{ Final of \$2 1/2 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$1,500,000 Tls. 150,000 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 23,276 Tls. 232,760 Tls. 23,276 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 \$1,500,000 Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$0 }	none	Tls. 8 for 1906	...	Tls. 77 1/2
Boy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257 \$282,570 Tls. 28,257 }	Tls. 50,663	Tls. 50 for 1906	...	Tls. 260
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £1,299 \$12,990 £1,299 }	£618	1 1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$25,000 \$250,000 \$25,000 }	Nil.	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$0 }	\$25,000	60 cents for year ended 28.2.06	...	16 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$120,000 \$1,200,000 \$120,000 }	\$3,593	80 cents for 1907	8 1/2 %	\$9 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$5,000 \$50,000 \$5,000 }	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$2,000 \$20,000 \$2,000 }	\$578	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$11
H. Price & Company, Limited	12,000	\$10	\$10	{ \$500 \$5,000 \$500 }	\$151	75 cents for 31.12.07	6 1/2 %	\$12 buyers
Hall & Hollis, Limited	31,000	\$20	\$20	{ \$186,000 \$1,860,000 \$186,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$0 }	\$9,311	1 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$15 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$120,000 \$1,200,000 \$120,000 }	\$4,575	Final of \$15 making in all \$10 for 1907	8 1/2 %	\$225 sales
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$10	\$10	{ none \$0 }	\$18,191	Final of \$1.20 making in all \$2 for 1907	8 %	\$25 buyers
Maatschappij tot Mijl, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 5,475,000 Tls. 547,500 }	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 1/2 %	Tls. 520 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$5,000 \$50,000 \$5,000 }	\$7,314	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 ..	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ none \$0 }	Nil.	None	4 1/2 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ none \$0 }	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 109 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,000,000 Tls. 100,000 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 90 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 248,200 Tls. 24,820 }	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 380 sales
Shanghai Waterworks Company, Limited	10,350	£20	£20	{ Tls. 190,000 \$1,900,000 Tls. 190,000 }	Tls. 58,332	None	6 1/2 %	\$23 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$0 }	\$41,934	40 cents for year ending 31.5.07	4 1/2 %	\$23 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 51,295 Tls. 512,950 Tls. 51,295 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 4,000 \$40,000 Tls. 4,000 }	Tls. 111	50 cents for 1907	6 1/2 %	\$13
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$35,000 \$350,000 \$35,000 }	\$1,360	{ 80 cents on 9,000 ord. shares and \$10.80 on 100 Founders' share for yr. end. 31.5.07 }	6 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$300,000 \$3,000,000 \$300,000 }	\$6,438	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$5 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ none \$0 }	\$41			
William Powell, Limited	15,000	\$10	\$10	{ none \$0 }				

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Langkai—(2nd Interim)

Tls. 10

June 15th

Intimations

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 11, John Street, Bedford Row, W.C.

HONGKONG, 4th March 1908.

CALCUTTA, 59, Bentinck Street.

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SWATOW DRAWN WORK

COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 10th October, 1907.

[5]

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.

PRICE VERY CHEAP.

NEW BICYCLES

('HUMBER')

\$100 each

Repair Undertaken.

MOTOR LAUNCHES

FOR HIRE

from \$2 per hour.

SOLE AGENT FOR

THE

FAMOUS HUMBER

CYCLES.

DRAGON CYCLE

DEPOT.

NOTE NEW ADDRESS

21, 23, 25, DE VRIES ROAD.

HONGKONG, 10th May, 1908.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Hongkong, 2nd January, 1908.

[10]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES